

Illegal Truck Parking in California

SCAG Goods Movement Task Force

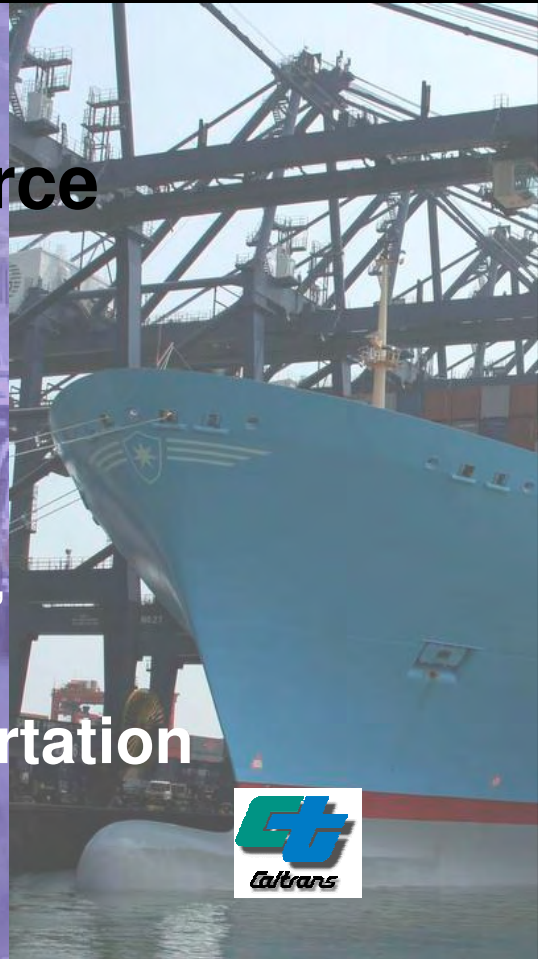
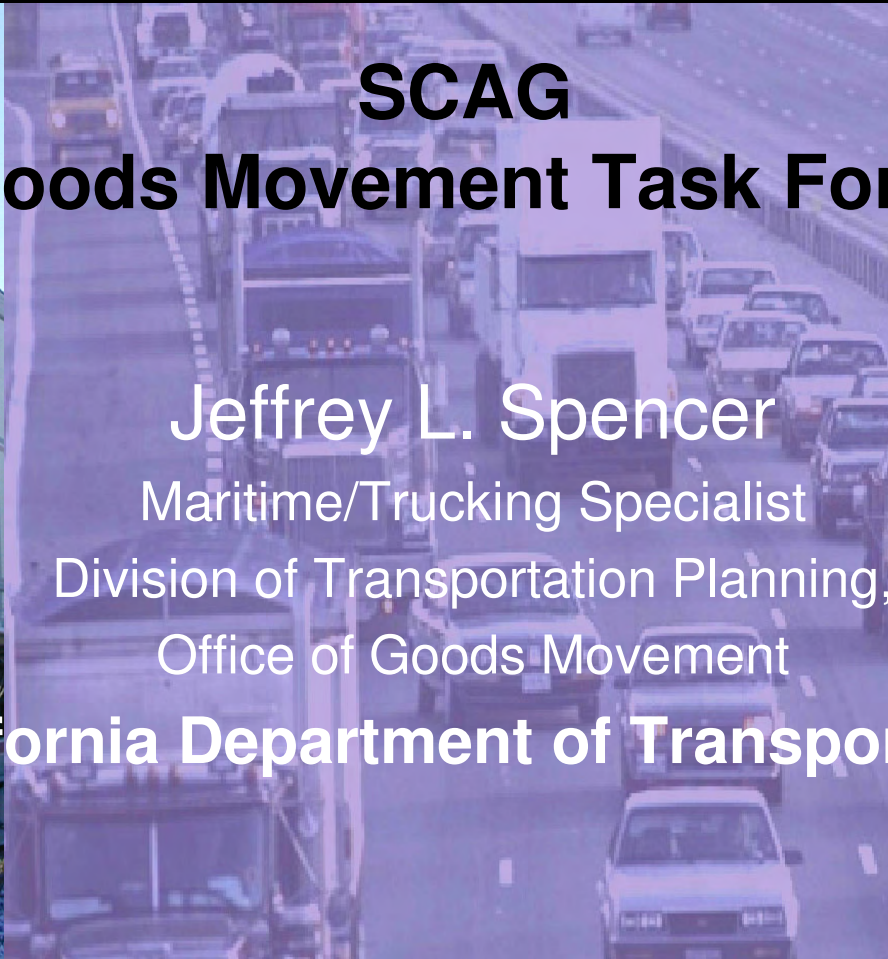
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Background

- The growth in truck movements is related to both local developments as well as regional through trips.
- There are numerous existing and proposed developments in the SCAG Region with heavy truck trip generation potential.
- These include major industrial and warehousing facilities, rail intermodal facilities, international airports with significant existing and proposed air cargo facilities, and others.

Background

- Focus on safety is primarily on the driver
- Driver fatigue accounts for the following:
 - 8.15% of all fatal truck crashes
 - 16% of all truck crashes
- Lack of safe, available parking contributes to truck driver fatigue



Background

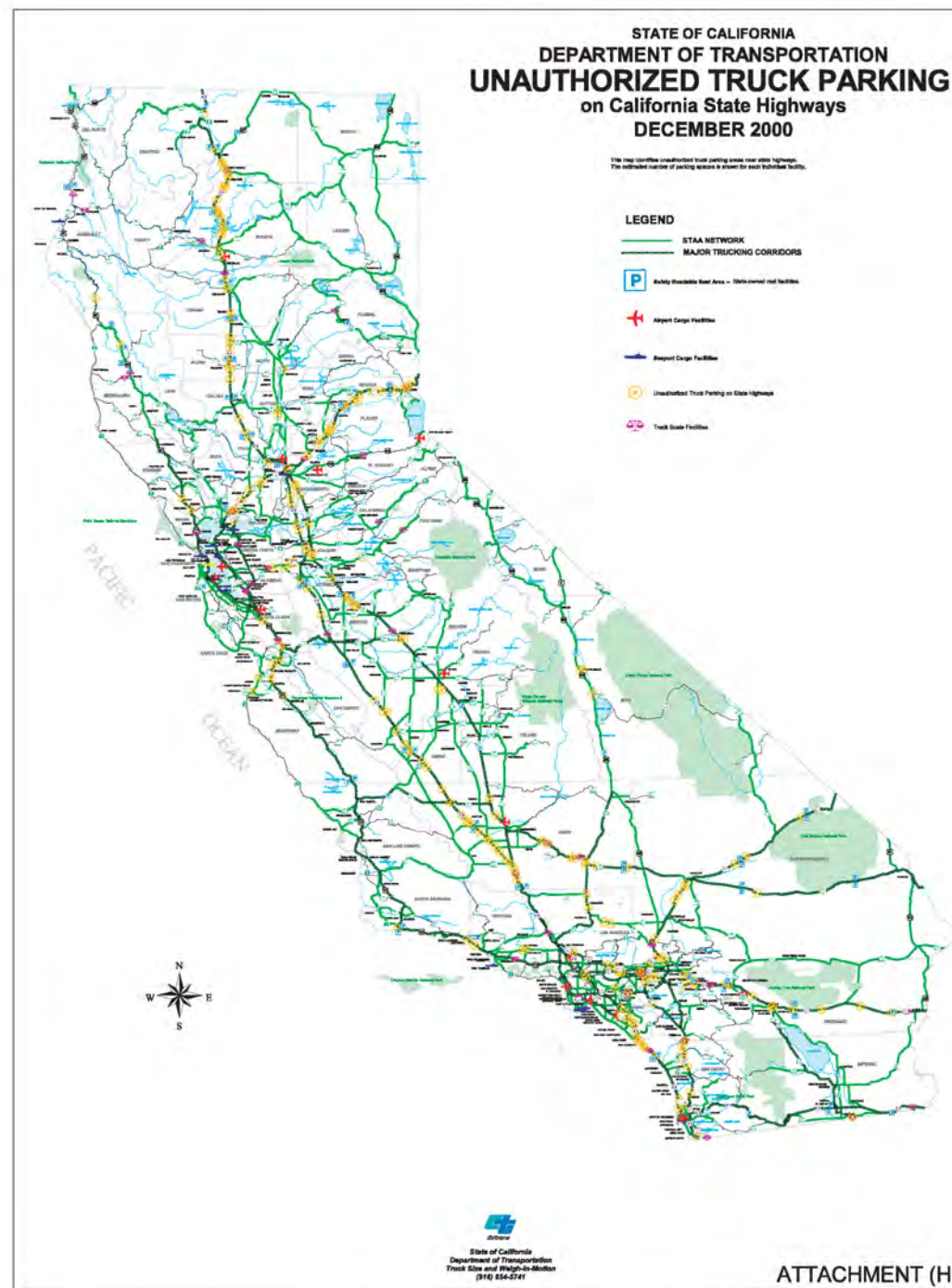
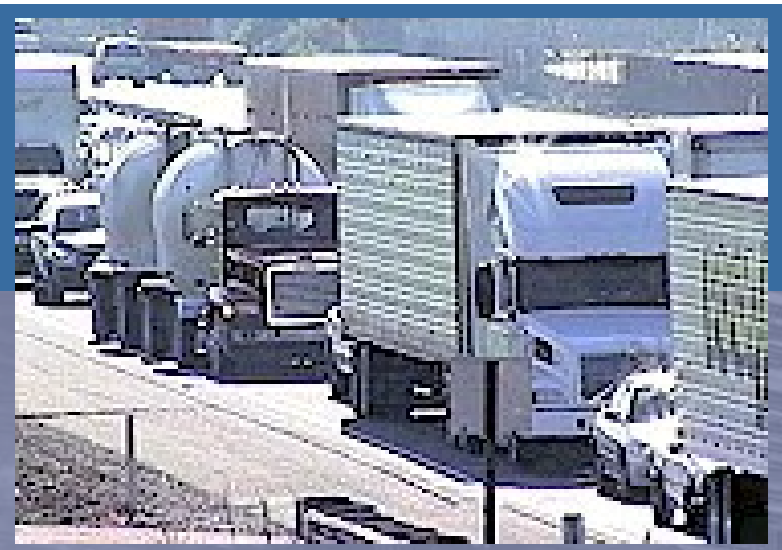
- Lack of available truck parking, public and private
- Illegal truck parking affects local areas
- Shoulder/ramp parking unsafe and damages roadway



Mission

To reduce the number and severity of commercial vehicle (truck and motorcoach) crashes and enhance the efficiency of these vehicle operations





ATTACHMENT (H)

Trucking Issue: Deteriorating Trip Reliability

■ **Delivery/Receiving**

- Local capacity
- Temporal restrictions

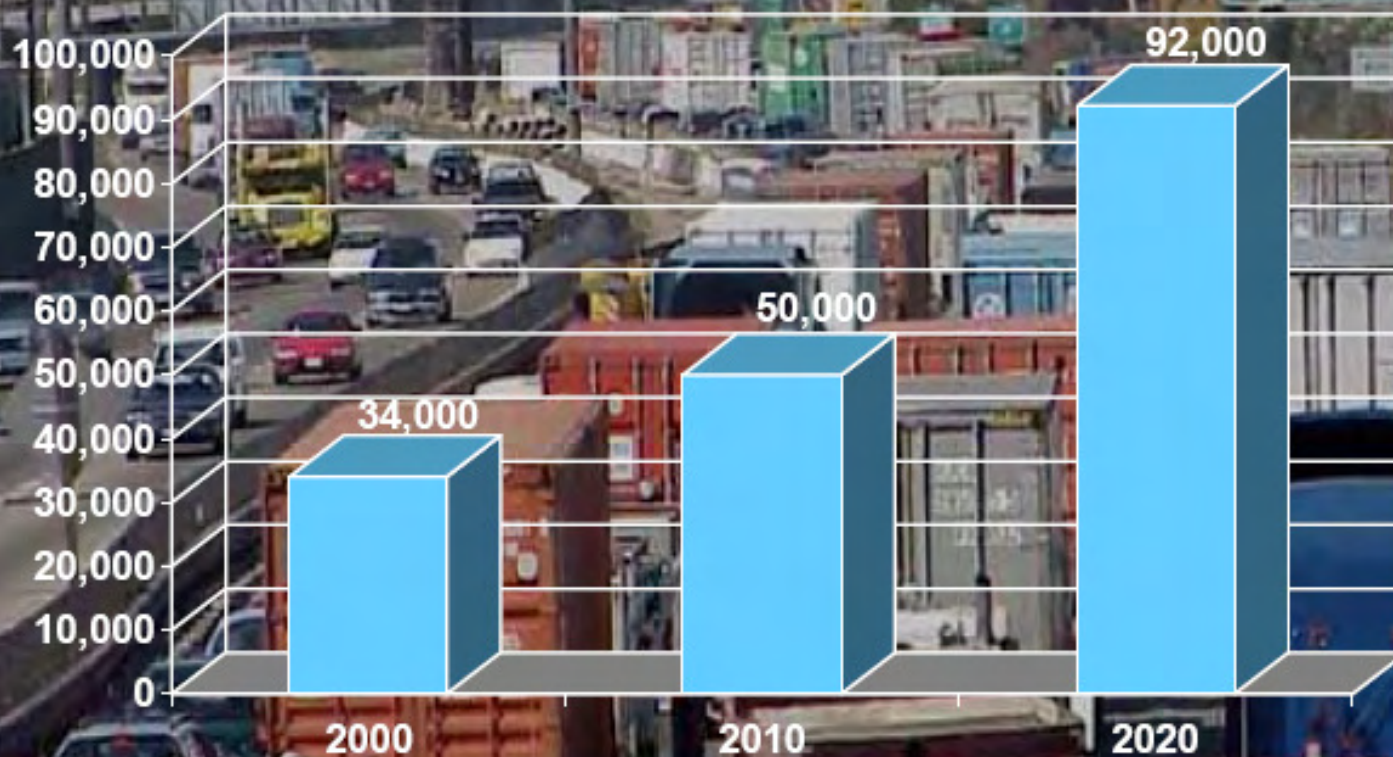


■ **Infrastructure**

- STAA approved routes
- Mixed-flow congestion
- Parking supply

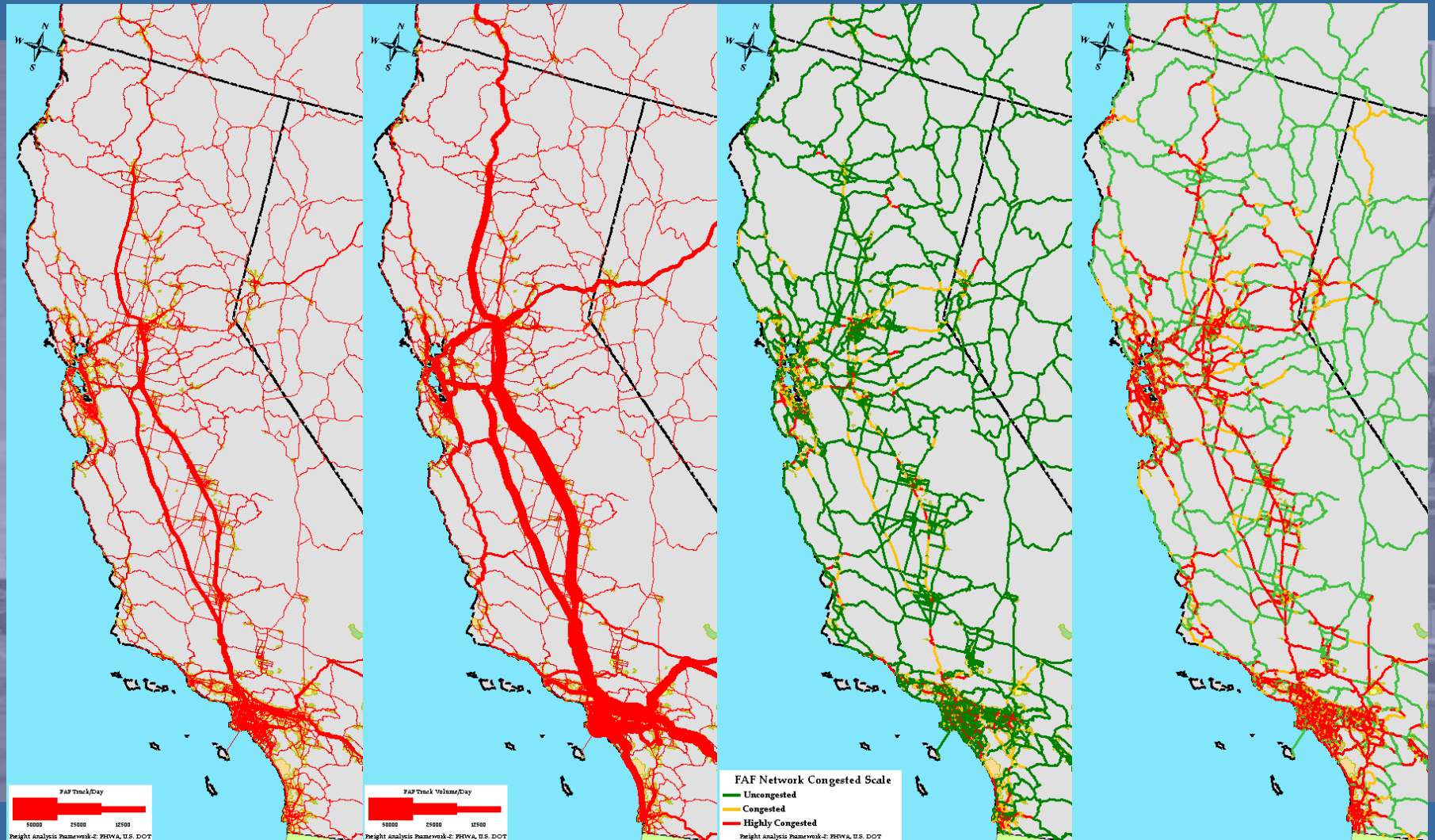


Daily Truck Traffic to/from LA/LB Ports Will Grow Dramatically



Source: Gill V. Hicks Associates

FAF-2 Truck Flow and Highway Congestion: 2002 and 2035



Intermodal Facility Locations



Source: Goods Movement Truck and Rail Study, 2003

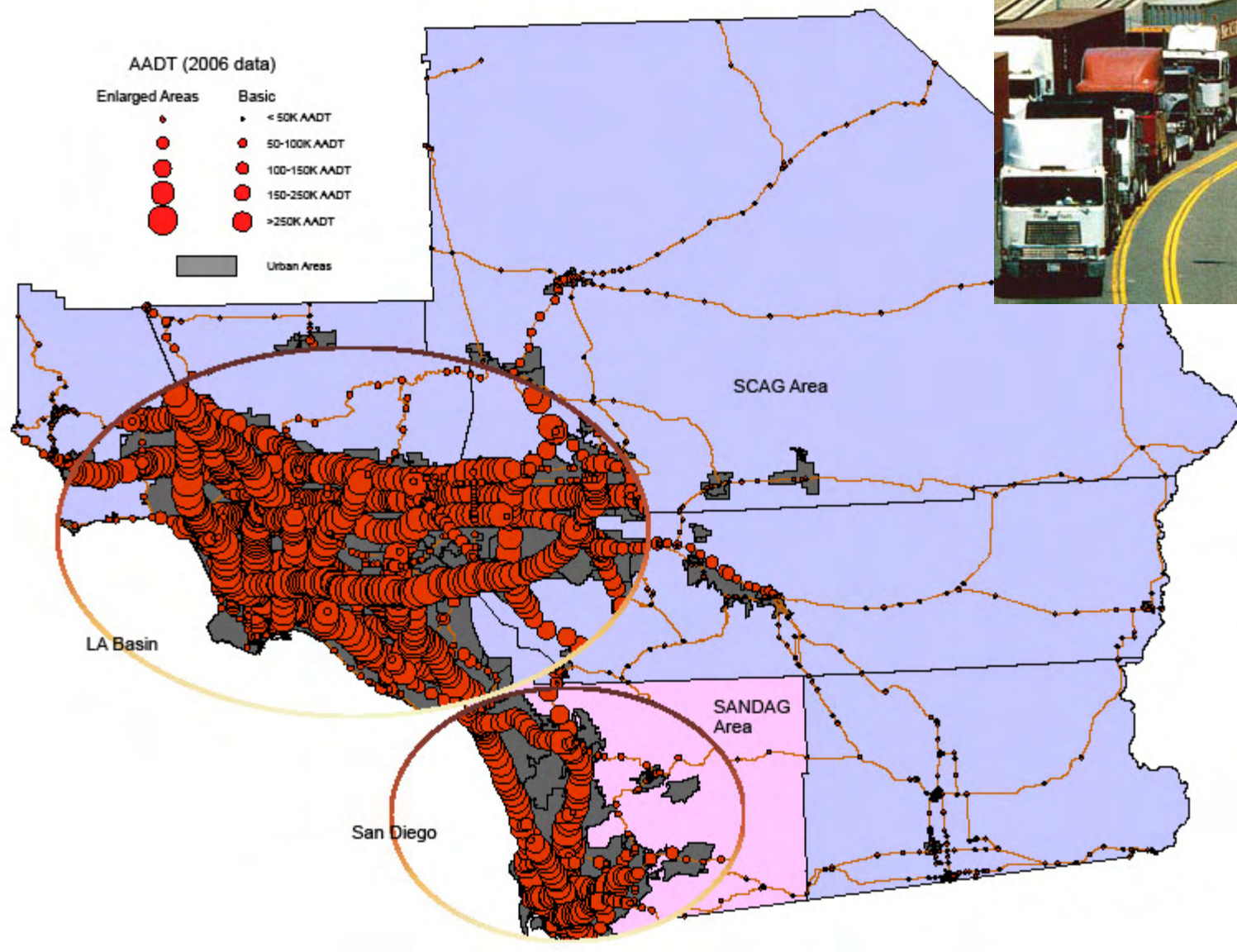
Intermodal Facility Coverage

A map of Southern California, specifically the Los Angeles and San Bernardino areas, illustrating the coverage of intermodal facilities. The map features two large, overlapping blue circles that represent the service areas of these facilities. The left circle is centered on the Los Angeles metropolitan area, covering cities like Santa Monica, Inglewood, Torrance, Long Beach, and the San Gabriel Valley. The right circle is centered on the San Bernardino and Riverside areas, covering cities like Upland, Rancho Cucamonga, San Bernardino, Redlands, and Moreno Valley. Major highways (Interstates 5, 10, 15, 210, 215, and State Routes 14, 138, 78, 91, 60, 405, 42, 101, 118, 170, 134, 110, 62, 52, 74, 78) are shown as orange lines. The map also includes geographical features like the Pacific Ocean, Channel Islands, and various national forests and wilderness areas. A copyright notice at the bottom left reads: "© 2000 Microsoft Corp. and/or its suppliers. All rights reserved." Below the map, the source is cited as "Source: Goods Movement Truck and Rail Study, 2003".

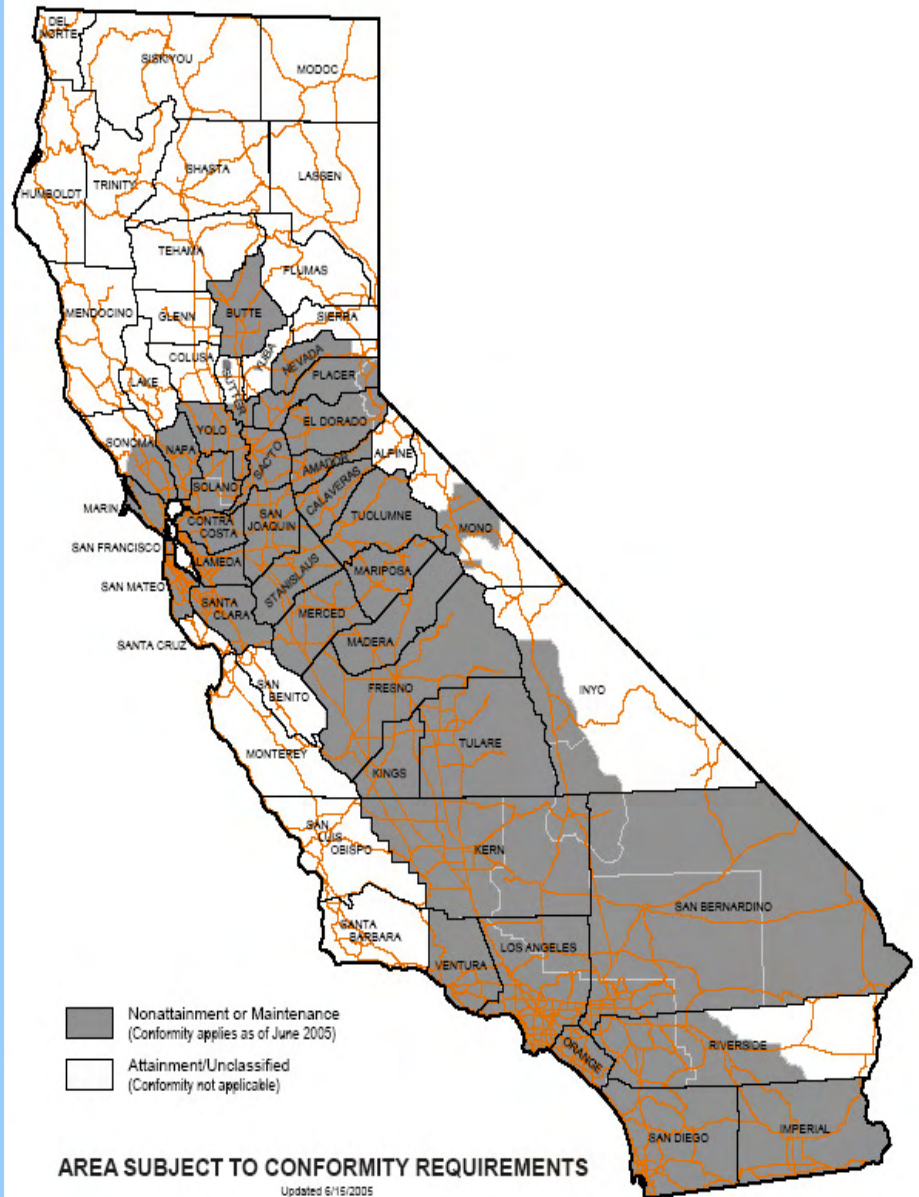
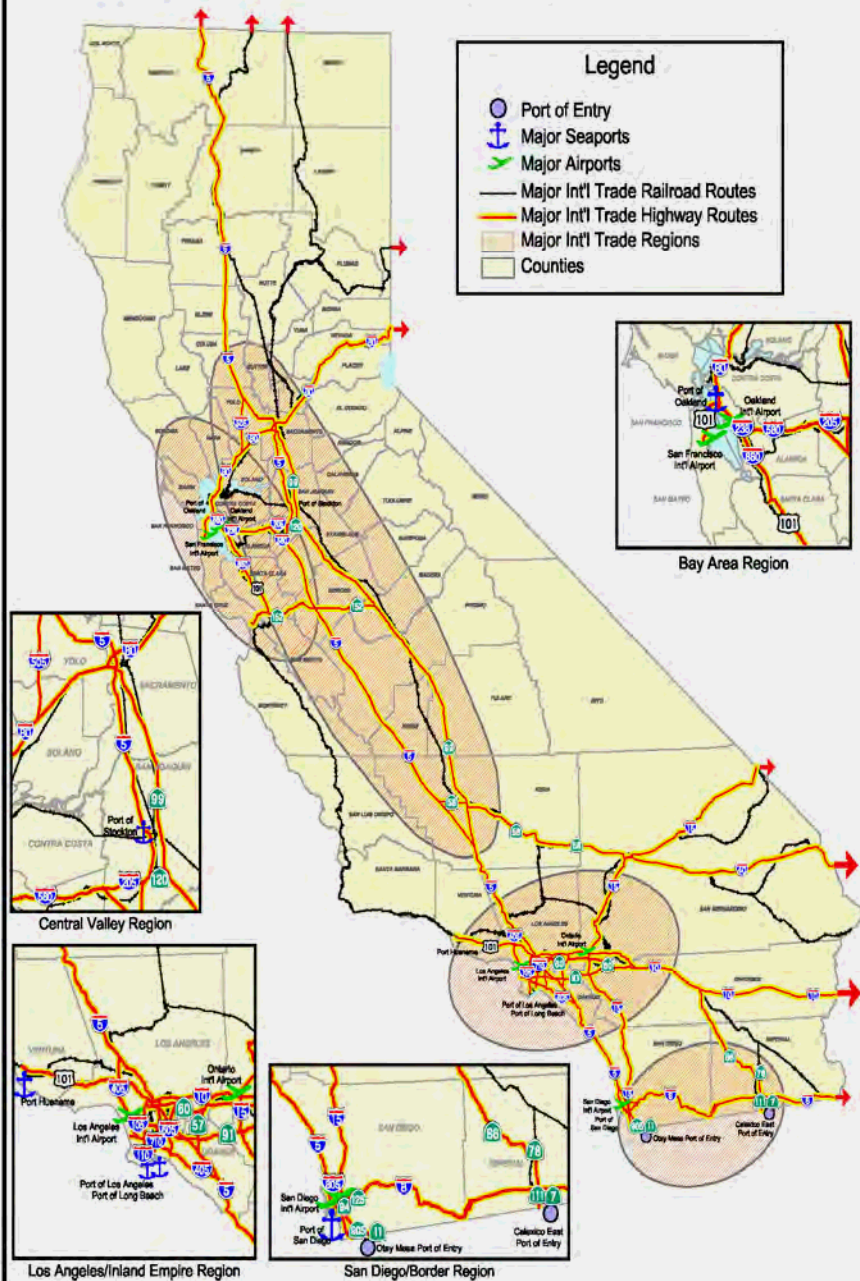
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Source: Goods Movement Truck and Rail Study, 2003

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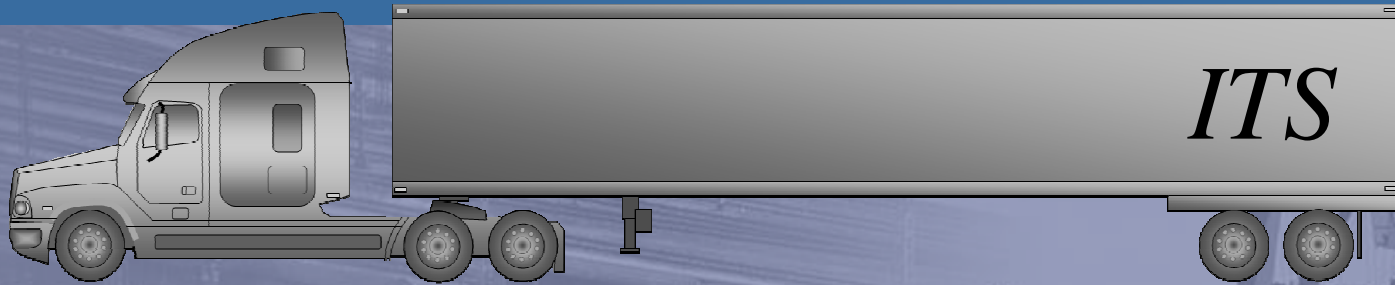
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Priority Regions and Corridors in California



DISCLAIMER
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CVO ITS applications



Computer Aided Routing and Dispatching Software

Mobile Communications Technologies

Automatic Vehicle Location

Automatic Vehicle and Equipment Identification

On-Board and Hand-Held Computers

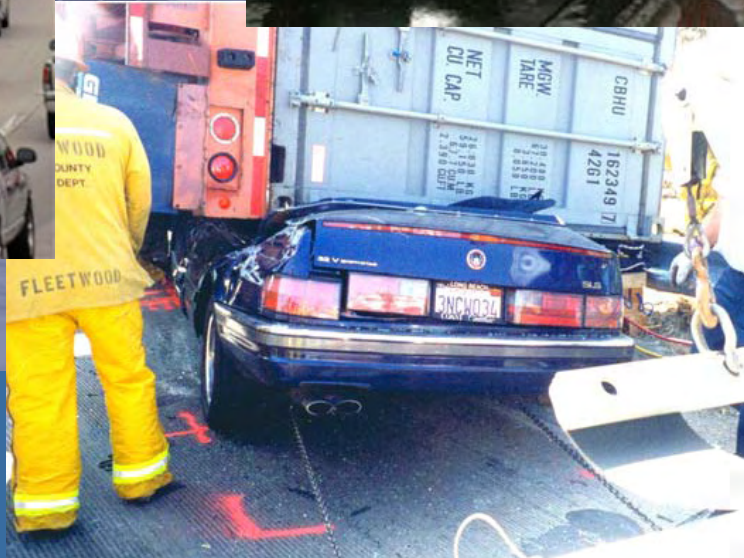
Diagnostic and Maintenance Support Systems

Weather/Traffic Information

Associated Safety Issues

Fiery I-5 tunnel crash kills 3

Oct. 13, 2007



So Who Cares About Freight?

Very, Very Few People!

- **Today's freight issues are approaching crisis levels**
- **Congestion is driving up prices, but affects each commodity differently**
- **Other issues are much more visible and more urgent to the public – especially in urban areas**

Trade Corridors Improvement Fund (TCIF)

Proposition 1B, \$2 billion.

- Highway, freight rail, seaport, and airport and border access improvement projects.
- Key allocation principles:
 - Most urgent needs
 - Partnership with public & private sector
 - Balancing both the needs of large and small ports, and providing reasonable geographic balance
 - Concurrent mobility improvement and emissions reductions
 - Deliverability, maximum benefit and optimum performance

Partnerships – Regional/Local Engagement

- **Southern California Freight Gateway Partnership (Cooperation Agreement)**
- **Northern California Logistics Working Group**
- **Regional freight councils in the the SCAG region, San Diego, Sacramento, San Joaquin/Stanislaus/ Merced, Quad Counties (Fresno, Madera, Tulare, Kings), Salinas Valley.**
- **Rural RTPAs and their special needs – interstate travel, bridge/roadway rehabilitation needs, 53' STAA truck trailer access, short-line railroads upgrade.**

Future Directions

- Greater recognition of goods movement planning as separate, distinct, planning subject and discipline.
- Significantly expanded focus on environmental, community and public health impacts and mitigation measures.
- Increased multimodal policy, planning and funding analysis and commitment.
- More creative funding partnerships and arrangements.